



# Hongkong Daily Press.

ESTABLISHED 1857.

F.O.S.  
VERY OLD LIQUEUR  
SCOTCH WHISKY.  
Per Doz. \$15.00  
H. PRICE & CO.  
12, QUEEN'S ROAD.

No. 13,647 號英一千九百零九年十月三十日 HONGKONG, MONDAY, DECEMBER 9TH, 1901. 壹月式次號 香港英一千九百零九年十月三十日

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A. S. WATSON & CO.

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Hongkong, 1st January, 1901.

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1.30 a.m. to 5.00 a.m. Every 10 minutes.  
5.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
1.45 to 11.15 p.m., every 1 hour.  
SUNDAY.  
6.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 20 minutes.  
9.30 a.m. to 10.45 a.m. Every 5 minutes.  
10.30 a.m. to 11.45 a.m. Every 10 minutes.  
11.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 7.00 p.m. Every 10 minutes.  
6.00 p.m. to 8.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
SATURDAY.  
8.30 a.m. to 11.45 a.m. Every 15 minutes.  
11.45 a.m. to 12.45 p.m. Every 10 minutes.  
12.45 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.45 p.m. Every 10 minutes.  
2.45 p.m. to 3.45 p.m. Every 15 minutes.  
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Hongkong, 4th April, 1901.

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CONSULTING ENGINEER, SURVEYOR  
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P. O. Box, No. 110.  
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FILBERTS, BRAZILS, ALMONDS, BARCELONAS

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Distinguished by 4 Stars on the label.

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This fine Wine is old, soft, and of grand flavour.  
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Less old than the above.

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A fine, full, and fruity wine.

THE ELITE OF WHISKY.—

THE “PALL MALL.”

\$20 PER DOZ.

11 Years old; the finest quality shipped.

AMOROSO SHERRY,

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Each bottle bears an Analyst's certificate.

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MEDIUM NAVY CUT CIGARETTES.

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My Book of Nursery Stories ... 1.00

Pa Cate; Ma Cate; and their Kittens ... 2.50

Blue and Red Fairy Books, by Lang ... each 0.50

The Youngsters of Murray Home ... 1.25

Adventures of Roly, by Ebington ... 1.50

Arthur's Inheritance, by Leslie ... 1.25

Hidden Beauties of Nature, by Karr ... 1.50

Tom Wallie, by Louis Boeche ... 3.50

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Don Quixote—Romance of War Very Fine

Robinson Crusoe—Uncle Tom's Cabin ... 2.00 each

In Pinetree Land; Picture Gallery of Animals; Father Tuck's Natural History; Dolly Land Painting each Book

My Book of Nursery Stories ... 1.00

Pa Cate; Ma Cate; and their Kittens ... 2.50

Blue and Red Fairy Books, by Lang ... each 0.50

The Youngsters of Murray Home ... 1.25

Adventures of Roly, by Ebington ... 1.50

The Purple Cloud, by M. P. Shiel ... 1.50

Sir Richard Calmady, by Lucas Malet ... 1.50

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## INTIMATION

ESTABLISHED A.D. 1841.

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LIMITED.

WINE AND SPIRIT MERCHANTS.

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WHISKY.  
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VERY OLD LIQUEUR  
SCOTCH WHISKYE  
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BEST BRAND in the FAR EAST.

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HONGKONG, 9th December, 1901.

MR. H. J. WHIGHAM, whose work as correspondent for the *Morning Post* is well known, has written in very eulogistic terms of the German colony at Kiaochau, or Tsintau. We have already noted the rapid progress made there, judging from the statements of German officials and British observers alike. Mr. WHIGHAM's report goes perhaps further in its expectations of the future of the port. He claims that it is a moral certainty that Tsintau will to a large extent, absorb the export and import trade of Shantung, both capturing the old trade and creating by the railway new centres of activity. The railway will also tap the coal-mines near Weihaiwei, which are said to be of considerable value, even if the coal is not, according to the usual formula, "equal to the best Cardif." Finally, be says, it must be remembered that Tsintau as a deep-water harbour will be a useful commercial base and distributing centre for all German trade in the north of China, Manchuria, and Corea. That Tsintau can ever rival Shanghai or even Dalny (since Dalny is at the end of an infinitely greater railway system). Mr. WHIGHAM does not maintain, but he holds that the German possession is yet destined to extract what commercial profit there is out of the province of Shantung; and, considering the thrifty nature of the people and the mineral prospects of the country, that profit is not unlikely to be considerable. The capital spent on Tsintau can never be exactly repaid in hard cash; primarily Tsintau is a naval base, and the money, or a large part of it, had to be spent regardless of direct commercial considerations. Having said so much, it was not to be expected that Mr. WHIGHAM could refrain from comparing the treatment of Weihaiwei, "the neglected spot on the

Shantung coast which British officials, both civil and military, dismiss at present with something like contempt." Weihaiwei, the *Morning Post's* correspondent claims, in spite of this contempt, is likely to play a prominent part in Chinese history during the next ten years. We should be glad to think that this is so. At the present moment it is as difficult to see what are the intentions of the British Government toward Weihaiwei as when we first took over the place from its Japanese occupant. Changes in its administration there certainly have been, but very little is to be gathered from these. Having originally handicapped most unnecessarily the new possession by a very one-sided understanding with Germany, the home authorities obstinately refuse to give any indication of what they intend doing with it now. So far it appears to serve chiefly as a home for grievances, and a striking contrast to its near neighbour Kiaochau, or Tsintau. Yet a great number of unprejudiced observers have all along upheld the natural advantages of Weihaiwei, whereas in the case of the German port the chief admiration is expressed for the way in which obstacles are being overcome and a fine colony is evolved in a more favourable situation.

We have received from Messrs. Caldwell Macgregor & Co. some pocket-wallets of very neat character, advertising the firm's wines and spirits, but in an unobtrusive way. They are of an useful size and shape.

The Hongkong Football Club met and defeated the 25th Company, R.G.A., in a match at Happy Valley on Saturday afternoon. The host had easily the best of the game, and beat their opponents by four goals to nil.

Messrs. Erich Geurig & Co. say in their Weekly Share List, dated Hongkong, 7th December:—With the continued dullness, business during the week under review must of necessity have been of restricted nature, but it may be taken as a healthy sign that no important deviations in prices have been chronicled.

On the 1st ult. the Lord Mayor received from the Secretary of State for the Colonies a cheque for £12,500, being a contribution by the Colony of Hongkong towards the Fund for the National Memorial to Queen Victoria.

The following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during November, are certified by the managers of the respective banks:—

Bank	Average Specie in Reserve
Chartered Bank of India, Australia and China	3,008,198 \$ 8
Hongkong and Shanghai Bank	7,668,500 5,000,000
National Bank of China, Limited	441,350 150,000
Total	\$11,118,048 \$ 750,000

The Empire Comedy Company concluded its season in Hongkong on Saturday night, when a large house assembled to witness the farewell performance of this popular variety combination. The entertainment went off with the happy swing that has been such a pleasant feature of every performance, and the various items of the programme were excellently received—in the majority of cases encoraged. Mr. Steve Adson, who had occasion on the previous night to rebuke one or two people for interrupting him, met another obstructionist in a spectator sitting in the front row of the pit, whom he effectually silenced by a few words very much to the point. This piece of by-play was much appreciated. The company is leaving on Wednesday for Singapore, where a brief stay only will be made.

While making enquiries on Friday regarding absconding house boys, in a loutish, Sergeant O'Sullivan came across two unemployed cooks, one of whom had been in the service of Mr. T. H. Reid, 3, Knutsford Terrace, and these men he recruited. On the person of one were found some European keys. In a room rented by another boy in the employment of Pastor Kriel he found a large quantity of provisions obviously stolen from Europeans. It was discovered then that this house was practically a rendezvous for house boys to bring anything they could steal, the goods being paid for by one of the boys, who being a compradore's servant was able to dispose of them among his master's slaves. The three boys were brought before Mr. Kemp at the Magistracy on Saturday. One was sentenced to 14 days' hard labour and the others were bound over. As an explanation of his possession of a quantity of butter, which among other things was found in the house, one of the prisoners said he had supplied the family with whom he served with lard instead. Another of the accused said he left his employment because he had too much work to do and too little pay for doing it.

A daring robbery is reported as having been perpetrated on the ss. *Longgang*, which is at present lying in the Harbour. Captain G. S. Weigall went on shore on Friday evening to visit some friends, leaving his keys in his cabin. These his boy found and placed below the pillow. When Mr. Weigall returned late in the evening, he found that the right-hand drawer of his escritoire had been unlocked and taken away. It contained cash to the amount of about \$700 and papers—i. o. u.'s, etc., representing \$1000. Some photographs were also missing. No clue has been got as to the thief or thieves so far, but the police are prosecuting a vigorous search. The people on the ship, including the Chinese quartermaster on duty at the gangway, declare they saw no one come on board, so it is likely that the robbers clambered up the side at some unwatched part of the vessel. This is all the more likely as there was the usual large number of cargo-boats surrounding the steamer at the time. The second officer says he saw a light in the cabin about 10 o'clock but paid no attention otherwise, as he concluded that the captain was in the room. In the course of the day Captain Weigall had paid the crew their month's wages and also received his own pay, so that there was more money in the cabin than there otherwise would have been. Obviously the robbers were well acquainted with the ship.

Mr. Edward Moore, D.L., J.P., formerly of Shanghai and Hongkong, presided at the opening of the Drill Hall for Volunteers, at Hendon, Middlesex, on the 26th October, when the Duke of Cambridge declared the drill hall open. Over 1,000 persons attended, and a distinguished company supported, H.R.H. on the platform, Mr. Moore, who was mainly instrumental in forming the Hendon force and raising the funds wherewith to build the hall, referred in his speech to the inception of the movement and the result of the public meetings over which he had presided, dealt with the accommodation and the cost of the building, the number of men enrolled, &c. The first item in the day's programme was the presentation of medals to sixteen volunteers in the 5th Middlesex Regiment who had returned from the seat of war. H.R.H. handed the coveted decoration to the recipients as they came forward, and subsequently spoke at some length in commendation of volunteering and also on the present war in South Africa. Hendon was en route for the occasion.

On p. 5 to-day appears the first of the series of articles, *Towards the Sunrise*, by Mr. Wirt Gerrard.

Regulations regarding the disposal of ashes from ships in the harbour are published in the *Gazette*.

M. R. Dean is recognized as in charge of the French Consulate here during the absence from the Colony of M. G. E. Léger, Consul.

The *Gazette* notifies that tenders will be received for the erection of the proposed clock-tower at Blake Pier up to the 30th inst. at noon.

The extension of the prohibition to export arms, etc., or carry them coastwise within the Colony, for a further period of six months is notified in the *Gazette*.

We received yesterday the following typhoon warning, dated Manila Observatory, 7th December, 3.15 o'clock p.m.:—The typhoon S.S.E. of Manila lying in Sulu Sea, probably re-arriving.

We have received from Messrs. Caldwell Macgregor & Co. some pocket-wallets of very neat character, advertising the firm's wines and spirits, but in an unobtrusive way. They are of an useful size and shape.

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The London *Gazette* contained last month a proclamation announcing the King's new title assumed by virtue of the Act passed last session. His Majesty is now to be known as "Edward, the Seventh, by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India."

Since the conclusion of the Chinese peace negotiations the Japanese troops in North China have been gradually withdrawn. Altogether 2000 men are left in various places, of whom 500 each are stationed at Peking and Shanhaikwan, and 300 at Tientsin. The rest are distributed at various points, a small number being placed at Shanghai as "guard to the Japanese Consulate."

Captain G. A. Giffard will shortly relinquish his appointment as Commodore of the second class in charge of the Newfoundland Fisheries and will be succeeded by Captain R. A. J. Montgomerie, C.B., who at present commands the battleship *Prince George* in the Channel Squadron. Capt. Arthur Clarke, who recently commanded the *Udine* on the China Station, has been mentioned as the successor of Captain Montgomerie in command of the *Prince George*.

At Berlin, under presidency of General of Infantry Baron von der Goltz, the Deutsche Ostasiatische Gesellschaft (German East Asiatic Society) has been founded, and has begun its operations. The society intends to enter into close relations with Germans in Eastern Asia, and will use every endeavour to forward scientific and economical enterprises likely to protect and forward German interests in the Far East. Among the names of the originators is that of Herr Eallin, of the Hamburg-American Line.

In the little speech which Admiral Seymour made the other night at the dinner given in his honour by the Author's Club, the *L. & C. Express* writes, he said that in the joint arrangements in China made by the various European navies there was not a word of jealousy or wrangling, and he conceived the reason to be that the sailors of different nations are so used to meeting one another all over the world that an extraordinary situation came naturally to them. This seems to us a particularly happy remark, and perfectly true. As we all know a sailor is, in a way, "a citizen of the world," and the thought at once suggests itself that it would be a good thing if the army had the same opportunities.

The new battleship *Vengeance*, which was delivered from the works of Messrs. Vickers, Sons, and Maxim in May last, is now nearly completed. She is the last of six battleships that were built from the estimate of 1896-97, but her lateness in completion is due to the fact that she was impounded for a long time in the dock-basins at Barrow-in-Furness owing to an accident to the dock wall, which took some months to repair. Of her five sisters, the *Canopus* is serving on the Mediterranean Station, and the other four—that is, the *Abion*, *Glory*, *Goliath*, and *Ocean*—are with the China Squadron. It has been suggested that the *Vengeance* will also proceed to China by-and-by; and this is extremely probable, if only from the fact that it must be a great advantage to have a homogeneous squadron of battleships on every important station, and that the *Bavaria* has left this station.

The entries for Mr. Lcock's cup at the boxing entertainment to-night were coming in well last week, among the probable contestants being Seaman Carver of H.M.S. *Blenheim*, P. Keigh, A.B., H.M.S. *Aurora*, and Gunner Harvey, R.M.A., all of whom are light-weights. It has been found quite impossible to get up a heavy-weight display, or to find anybody to meet Gunner Leonard. The contest is to be four three minute rounds under Marquis of Queensberry rules. Both men being on their feet at the end of the fourth round, the decision will be given by the referee on points. In connection with future boxing displays, we are told, an organization has been formed, entitled the Olympic Club, with the following officials: President, J. Christie; Manager, J. H. Dowes; referee, Mike Collins; Official Time-keeper, Mr. Frost; Secretary, W. Munkit.

The last number to hand of *Vanity Fair* contains a cartoon by "Spy" and a lengthy biography of Sir Edward H. Seymour, late Ambassador on this station.

Judge Taft, Civil Governor of the Philippines, is going on a visit to Singapore for his health, and will probably not return to Manila until May next.

The War Office has been calling for Regular non-commissioned officers at home to volunteer for service with the Chinese Regiment of Infantry at Weihaiwei.

Japanese papers report that the Government is selling its 50 million yen of Chinese indemnity bonds to the Postal Savings Bank Bureau for 40 millions, of which two millions go to pay private claims.

At the annual meeting of the Christian Foreign Missionary Society at Minneapolis, held on the 17th ult., the treasurer's report showed that there was a decrease of over £20,000 compared with the report of a year ago. The chairman of the society said that Mr. Mark Twain was directly responsible for this falling off, through his criticism of missionary work.

Gus Burns, trainer with Harmston's Circus, appears to have had another narrow escape for his life from *Duke*, the circus tiger. A telegram of the 21st ult. says:—The tiger of Harmston's Circus at Rangoon was mauled on Tuesday night. He had a narrow escape. The beast refused to jump a flaming bar, and attacked the trainer, who was removed to hospital.

The application of the Mormon priests for permission to propagate their creed in Japan has been granted by the Government on condition that they shall not preach the doctrine of polygamy. The Mormon missionaries in Japan have all along maintained that they had no intention of preaching polygamy, so that they have now obtained all they wanted, and the effort of the missions already established to get Mormon teaching prohibited has failed.

Pak Sui-jun, the Korean Minister for Foreign Affairs who visited Japan to see the military manoeuvres, is still in Tokyo, and it will appear that advantage is being taken of his presence by the Japanese Government to endeavour to introduce some reforms in Korea. It is stated that Japan intends seriously to propose legislative and administrative reforms upon Korea and to endeavour to bring about the recall of the Korean political refugees who are at present in Japan. Pak has been daily exchanging telegrams with his Government.

The *Japan Times* quotes the following from the *Sydney Bulletin* as a comment on the suggested voting of the Bill restricting immigration:—"Long ago Australia had to face the question:—Shall we allow England to send convicts to our country?" Australia's answer was No. Now, Australia has to face the question:—"Shall we let England send niggers and Japanese to our country?" And the answer will again be, No. The *Japan Times* comments upon this and other remarks to a similar effect in the article that it is not pleasant to be told that Japanese civilisation is only a thin veneer, or to be classified with Africans and spoken of in the same breath with convicts, but adds:—"We must, however, confess that it is impossible to be offended by an insult so courageously frank and open-hearted." The *Japan Times* is certainly very amiable about the insult.

Captain G. A. Giffard will shortly relinquish his appointment as Commodore of the second class in charge of the Newfoundland Fisheries and will be succeeded by Captain R. A. J. Montgomerie, C.B., who at present commands the battleship *Prince George* in the Channel Squadron. Capt. Arthur Clarke, who recently commanded the *Udine* on the China Station, has been mentioned as the successor of Captain Montgomerie in command of the *Prince George*.

At Berlin, under presidency of General of Infantry Baron von der Goltz, the Deutsche Ostasiatische Gesellschaft (German East Asiatic Society) has been founded, and has begun its operations. The society intends to enter into close relations with Germans in Eastern Asia, and will use every endeavour to forward scientific and economical enterprises likely to protect and forward German interests in the Far East. Among the names of the originators is that of Herr Eallin, of the Hamburg-American Line.

The *Kobe Chronicle* says:—Japan must surely be regarded as a paradise by beachcombers, to judge from their affection for the land. There are said to be about fifty at Nagasaki, many of them deserters from the American transports. Whether this is an exaggeration or not we do not know, but we have quite enough in Kobe. The police regard the Beachcombers as the natural place for such men, and a day or two ago a policeman was seen showing two new arrivals to Kobe into the Institute by the back way. Where men are really deserving and the victims of misfortune we should be the last to prevent them from receiving help, but unfortunately many of the men who take up the life of a beachcomber and beg from residents do so from an objection to work of any kind. The Japanese would do well to copy the Hongkong law with regard to the landing of destitute persons in Japan." Yet we in Hongkong are apt to think this island a beachcombers' paradise!

At the quarterly general meeting of the Manchester Chamber of Commerce, held on the 4th ult., the President, Mr. John Thomson, reviewed the matters that had engaged the attention of the Board. Referring to the Chinese tariff he said:—Sir Alfred Bateman of the Board of Trade, and Mr. E. F. Alford, with the assistance of two other gentlemen of large experience in China, were engaged in preparing a list of specific duties to represent 5 per cent. on the basis of the average of three years. On the invitation of the Committee, the President of the Chamber of Commerce, accompanied by one gentleman who is an expert in the Chinese trade, was to attend at the Board of Trade next day (5th ult.) to advise upon the proposed list which had already been drafted. Mr. Eckhard (Messrs. Eckhard Brothers) had kindly consented to accompany him. It was important that the recommendations of Sir A. Bateman's Committee should be sent out as promptly as possible, because they would provide the basis for the negotiations of the Commission.

The entries for Mr. Lcock's cup at the boxing entertainment to-night were coming in well last week, among the probable contestants being Seaman Carver of H.M.S. *Blenheim*, P. Keigh, A.B., H.M.S. *Aurora*, and Gunner Harvey, R.M.A., all of whom are light-weights. It has been found quite impossible to get up a heavy-weight display, or to find anybody to meet Gunner Leonard. The contest is to be four three minute rounds under Marquis of Queensberry rules. Both men being on their feet at the end of the fourth round, the decision will be given by the referee on points. The Chinese Government had already forwarded further proposals for a higher rate of duty, perhaps in consideration of the nominal abolition of *laissez faire*, internal taxation, and other advantages. Sir James Mackay's Commission had a difficult task to secure that such advantages were real and could be carried out in practice. Unless there was a very complete change in the system of Chinese government there was danger that the equivalent of *laissez faire* would continue to be exacted under some other name, even should its abolition be conceded in return for a further increase of duties.

Mr. H. M. Pollock, K.C., instructed by Messrs. Denys and Boulton, represented the plaintiff company, and Mr. E. H. Sharp, solicitor-at-law, instructed by Messrs. Denton, Taylor, and Hastings, the defendants. Mr. Bell E. H. Taylor, Assistant-Harbour Master, was present

Captain Mortimer O'Sullivan is preparing a paper on "Inland Water of China" for the Royal Geographical Society in London.

At a banquet of the Comité du Commerce de l'Industrie in Paris at the end of last month, M. Waldeck-Rousseau made the very wise (and not unnecessary) remark that France needed not to enlarge but to organise her colonial empire.

Count von Waldersee's health had much improved last month. The

MANILA.  
[FROM OUR CORRESPONDENT.]

Manila, 3rd December.  
HOW THE SUPREME COURT'S DECISION  
AFFECTS THE PHILIPPINES.

The cabled news that the Supreme Court of the United States has decided, in the Diamond Hings case, that the Philippines are United States territory and that the imposition of duty is improper, has thrown the city into a jubilant frame of mind. No matter what the outcome everyone feels that a great step has been made in the progress of the country. The wording of the cabogram is somewhat ambiguous and opens the way to many constructions, some far more extensive than others. This first message was received about noon to-day and at half past five o'clock a more complete statement was cabled by the *Times* Washington correspondent, as follows: "The Supreme Court in the Pepke case decides against the government. The ruling is to the effect that all articles from the Philippines must be admitted free of duty until Congress enacts special tariff legislation for the Archipelago. The power of Congress to do this was upheld in the Puerto Rico case and it is expected that it will precipitate special legislation for the Philippines."

From these messages the papers and the business men draw their own conclusions and each one fits the shoe to his own foot. On the whole a rather too broad and premature view has been taken of the matter. Interested merchants are naturally anxious for the refunding of the duties on American goods, which have been paid under protest during the last three years, and in this message they see a hope of suddenly swelled bank accounts. Others claim that it means a large possibility of free trade between the United States and the Philippines. At any rate it will be a grand "boost" for the growing commerce if Philippine products are to be admitted free into the home country. Hemp, tobacco and sugar industries will be immensely benefited. But because Philippine goods are admitted free into the United States, the converse does not necessarily follow, viz., that United States goods will be admitted free into the Philippines. Neither is there any great likelihood of the protested duties, amounting to some \$27,000,000, being refunded to the merchants. Such refunding would be manifestly unjust as the money would not go to the parties who paid it, namely the consumers, but to the merchants who have already added the duties in the selling price. Besides it is very doubtful if there can be any reasonable question over these duties as they were levied under the extensive war-power of the Chief Executive.

The military authorities are not particularly interested in the decision—as it has no immediate visible effect on them; except that it allows them to send their property and presents home duty free. Their policy and progress are not altered. At the time of writing the civil authorities have received no official notification of the action of the Supreme Court and they, naturally take a very conservative view of the situation. With them the concensus of opinion seems to be that the message means this and nothing more—the Supreme Court has decided that the President has no authority to apply the Dingley Tariff by order, as Commander in Chief, to goods coming into the United States from the Philippine Islands, because the law expressly applies only to goods imported from foreign countries, and the Philippine Islands, since the treaty of cession, are not a foreign country but are the property of the United States. As far as can be ascertained, this view comes nearest to being the correct interpretation.

## THE PATTERSON CASE.

An application has been made for a writ of Habeas Corpus for Mr. Patterson, the secretary of Sinto Lopez and the master is being threshed out in the Supreme Court at Manila. The present efforts are to cause the Court to investigate Collector Schuster's actions and reasons for demanding the oath of allegiance to the United States from Mr. Patterson. It is possible that a result of this case will be the modification of the form of the oath.

## CRICKET.

A CLUB XI v. A GARRISON XI. In this match, neither side was at full strength, but the Garrison was more unfortunate in this respect than the Club, and could not raise more than ten men. Radcliffe and Preedy opened the batings against Smith and Reinold, and put on 31 for the first wicket. Clapham then came in and opened his side at once. He made many powerful hits, but bore a remarkably charmed life, his very audacity seeming to paralyse the fieldsmen. Radcliffe and Bardsford had batted best for the Garrison, the latter's innings being both vigorous and sound. Late on Edmonson livened up matters a bit, having a slice of the luck of his brother officer.

The innings closed for 150, which would have been at least 50 less had innumerable catches not been missed. Besides fielding well, Conroy got rid of Dorehill by a clever catch in the alps. The ground fielding was fair, but the ability to get at or hold a ball in the air was most conspicuously absent. Reinold bowled steadily, but with bad fortune.

The Club had a little under two hours for getting the runs set them, but obtained them for the loss of five wickets in about an hour and a half. Moore and Mackenzie made a long and useful stand for the second wicket. The former went ahead of Mackenzie very fast at first, but the latter was rapidly overtaking him when he left for a brilliantly played 55. Reinold was badly run out, for his partner should have responded to the call made on him. Sheward stayed with Mackenzie, while 50 runs were added, of which he claimed 17. In some good strokes. During Hooper's stay at the wicket, the winning hit was made and the 200 went up from one of his strokes, but at 201 he had to go

for a useful 13. Nine runs later Mackenzie's fine innings was closed by a good catch by Venables, who fielded well throughout. His 84 was a most vigorous display, which included two 6's and eight 4's; he used his reach and avoided the half-cock strokes which have ere this cut short his stay at the wickets. If we mistake not, this is his highest innings in Hongkong: we hope to have more such displays at his hands, now that he has tasted the sweets of robust hitting. From 180 onwards Clapham met with great success as a bowler, obtaining 4 wickets in 5 overs at a cost of 18 runs. In the end, which came after Clapham started trundling, the Club topped the Garrison score by 29 runs only, though the match was over earlier by 5 wickets.

The departure of Major Dyson, A.P.D., on the 7th instant deprived the Club of a sound bat and a very ardent and consistent supporter of cricket; the best wishes of the Club follow him.

Next Saturday the Club will play the Navy.

Appended are the score and analysis—

## GARRISON XI.

## First Innings.

	M.	N.	W.
Capt. Radcliffe, a, b, Radcliffe	26		
Mr. Preedy, a, b, Wood, b, Venables	14		
Capt. Clapham, a, b, Wood, b, Venables	55		
Mr. J. A. James, b, Radcliffe	42		
Sgt. Bardsford, Ash, b, Woodgate	40		
Sgt. Hayward, b, Borecombe Smith	10		
Major Dorehill, a, Cooley, b, Borecombe Smith	17		
G. E. Edmonson, a, Wood, b, Radcliffe	7		
C. W. Dales, not out	11		
Extras	189		

## Total.

## CLUB XI.

## First Innings.

	M.	N.	W.
Lient. Wood, R.N., a, Preedy	4		
G. Moore, R.N., a, Dorehill, b, James	55		
A. Mackenzie, a, Venables, b, Clapham	84		
J. A. James, b, James	6		
Lient. Reinold, R.N., run out	1		
Lient. Sheward, R.N., a, James, b, Clapham	17		
Sgt. Hooper, a, Venables, b, Clapham	5		
A. E. Cossey, R.N., a, b, Preedy	2		
G. Grimaldi, a, b, Preedy	1		
G. H. Edwards, a, b, Clapham	1		
T. Borecombe Smith, not out	0		
Extras	0		

## Total.

## BOWLING ANALYSIS.

	M.	N.	W.
Borecombe Smith	18	2	61
Reinold	21	1	95
MacKenzie	6	2	10
Woodgate	2	1	8

## CLUB XI.

## First Innings.

	M.	N.	W.
Dorehill	6	1	62
Preedy	12	1	55
James	7	1	37
Venables	1	1	5
Radcliffe	5	1	13
Clapham	1	1	4

## Total.

	M.	N.	W.
J. P. Jordan	55		
J. L. Steward, b, Tilman	6		
J. L. Steward, b, Yeats, b, Clapham	4		
B. Palmer, a, Yeats	1		
J. H. Rutledge, b, Kerrigan	0		
L. E. Lamont, a, Lillywhite, b, Jackson	13		
M. E. Anger, not out	12		
J. H. Seth	0		
E. Beta	0		
A. E. Anger	0		
H. Hartman	0		
Extras	13		

## Total (for 5 wickets).

	M.	N.	W.
ROYAL ENGINEERS C.C.	22		
Lillywhite, b, Feston	15		
Woods, not out	15		
Tilman, b, Feston	0		
J. L. Steward, a, Hartman	4		
Kerrigan, a, Lamont, b, Hartman	0		
Clarke	0		
Palmer	0		
Sraces	0		
Barnfather	0		
Ford	0		
Extras	2		

## Total (for 4 wickets).

	M.	N.	W.
J. P. Jordan	55		
J. L. Steward, b, Tilman	6		
J. L. Steward, b, Yeats	4		
B. Palmer, a, Yeats	1		
J. H. Rutledge, b, Kerrigan	0		
L. E. Lamont, a, Lillywhite, b, Jackson	13		
M. E. Anger, not out	12		
J. H. Seth	0		
E. Beta	0		
A. E. Anger	0		
H. Hartman	0		
Extras	13		

## Total (for 5 wickets).

	M.	N.	W.
ROYAL ENGINEERS C.C.	22		
Lillywhite, b, Feston	15		
Woods, not out	15		
Tilman, b, Feston	0		
J. L. Steward, a, Hartman	4		
Kerrigan, a, Lamont, b, Hartman	0		
Clarke	0		
Palmer	0		
Sraces	0		
Barnfather	0		
Ford	0		
Extras	2		

## Total (for 4 wickets).

	M.	N.	W.
J. P. Jordan	55		
J. L. Steward, b, Tilman	6		
J. L. Steward, b, Yeats	4		
B. Palmer, a, Yeats	1		
J. H. Rutledge, b, Kerrigan	0		
L. E. Lamont, a, Lillywhite, b, Jackson	13		
M. E. Anger, not out	12		
J. H. Seth	0		
E. Beta	0		
A. E. Anger	0		

## NEW ADVERTISEMENTS

REQUIRED by a London Firm of East India and China Merchants a capable and energetic Agent.  
Write full particulars and references to—  
Care of Street Agency,  
30, Cornhill, London, England.

[3134]

To THE COMMISSIONER OF CUSTOMS,  
CANTON.

Sir, I have the honour to report that in accordance with your instructions I have this day visited the ss. *Fushun* in order to inspect my Cargo which might have remained on Board after the fire; and that I found that all the Cargo, which were on board at the time of fire, has been destroyed and in valueless.

I have the honour to remain,

Sir,  
Your Obedient Servant,  
(Signed) A. E. PFAUKUCHEN,  
Examiner.

Custom House, Canton, 27th November, 1901.

Approved—  
(Signed) F. A. MORGAN,  
Commissioner.

IN THE MATTER OF THE TRADE  
MARKS ORDINANCE, 1898.

And  
IN THE MATTER OF THE APPLI-  
CATION of the AMERICAN  
WALTHAM WATCH COMPANY  
for leave to register a TRADE  
MARK thereunder.

NOTICE IS HEREBY GIVEN that the AMERICAN WALTHAM WATCH COMPANY, a corporation organised under the laws of the State of Massachusetts in the United States of America and having places of business at Boston in the County of Suffolk and Waltham in the County of Middlesex, both in the said State of Massachusetts, has on the 25th day of November, 1901, applied for the registration in Hongkong of the following TRADE MARK:

**WALTHAM**

in the name of the said AMERICAN WALTHAM WATCH COMPANY, who claims to be the Sole Proprietor thereof.

The TRADE MARK has been used by the applicant in respect of the following goods.

Time keeping instruments, watches and parts of same in class 10.

Dated the 7th December, 1901.

STEPHENS & THOMSON,  
Solicitors for the Applicant.

3133

IN THE MATTER OF THE TRADE  
MARKS ORDINANCE, 1898.

And  
IN THE MATTER OF THE APPLI-  
CATION of the AMERICAN  
WALTHAM WATCH COMPANY  
for leave to register a TRADE  
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**WALTHAM MASS**

in the name of the said AMERICAN WALTHAM WATCH COMPANY, who claims to be the Sole Proprietor thereof.

The TRADE MARK has been used by the applicant in respect of the following goods.

Time keeping instruments, watches and parts of same in class 10.

Dated the 7th December, 1901.

STEPHENS & THOMSON,  
Solicitors for the Applicant.

3132

NOEDDEUTSCHER LLOYD ORIENTE  
LINIE.

FOR SAMARANG AND SURABAYA.  
THE Company's Steamship

"TSINTAU"

will be despatched as above on WEDNES-  
DAY, the 11th inst.

For further particulars, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 9th December, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"VALETTA,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Congsignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c. ex. ss. *Vidonia*.

From Australia, ex. s. India.

From Persian Gulf, ex. s. B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th instant, at  
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the vessel's arrival here, after  
which no claims will be recognised.

E. A. HEWITT,  
Superintendent.

Hongkong, 8th December, 1901.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that their Goods will be delivered from along-  
side.

Charge impeding the discharge or remaining  
on board after NOON, the 13th instant, will be  
landed at Consignees' risk and expense into  
Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 7th December, 1901.

## NEW ADVERTISEMENT

THE OSAKA SHOSEN KAISHA,  
LIMITED,  
FOR TAMSUI VIA SWATOW AND  
AMOY.

THE Company's Steamship  
"DAIGI MARU."  
Captain T. Katano, will be despatched for the  
above ports on SUNDAY, the 16th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 9th December, 1901.

## ENTERTAINMENT

THEATRE ROYAL  
CITY HALL.

TO-NIGHT (MONDAY), 9TH DECEMBER.

GRAND BOXING

TOURNAMENT

and display of  
FISTIC SCIENCE

in which the  
TALENT OF HONGKONG

will compete.

READ WHAT FOLLOWS.

PRIVATE SANFORD, B.W.F. vs.  
H. WARREN, B.W.F.

WIDDLE-WEIGHTS.

SEANAN HOWELL vs. PRIVATE HOWARD,  
R.A.M.C. (Feather-weight Champion,  
Hongkong).

FEATHER-WEIGHTS.

P. O. HENDRICK (Ex Champion) vs.  
"SAILOR SMITH" (Light and Middle-weight  
Champion, Hongkong).

and

HOST OF OTHER TALENT.

BOOK EARLY  
or you may not be able to look at all.

RESERVED SEAT PLAN  
at the

THEATRE ROYAL, CITY HALL.

POPULAR PRICES..... \$3, \$2, \$1.

Hongkong, 5th December, 1901.

[3105]

IN VICTORIA REGATTA, 1901.

11th and 12th December.

THE COMMITTEE of the VICTORIA  
RECREATION Club request the pleasure of  
the company of the Ladies of Hongkong at  
the Grand Stand (Kowloon) on the occasion of  
the Annual Regatta.

The Ladies' Prize will be presented by Miss  
Hutchings immediately after the race on  
Wednesday, the 11th, at 2.30 P.M.

Admission to the Grand Stand (Gentlemen)

—\$1 each day.

Tickets for admission may be obtained from  
the Steward, V.R.C.

By kind permission of Lieut.-Colonel  
BAILLIE and the Officers, the Band of the  
22nd Bombay Infantry will perform each day.

FRANK W. WHITE,  
Acting Hon. Secretary.

3127

VICTORIA REGATTA, 1901.

ENTRIES for the LIGHT GIGS, MEN  
OF WAR CUTTERS, GIGS AND  
WHALERS, and Open SAILING BOATS  
for the forthcoming Regatta will be POST  
ENTRIES.

FRANK W. WHITE,  
Acting Hon. Secretary.

Hongkong, 7th December, 1901.

[3128]

REGATTA HOLIDAYS.

THE undermentioned Banks will be  
CLOSED for the transaction of Public  
Business at 1 P.M. on WEDNESDAY AND  
THURSDAY, the 11th and 12th instant  
respectively.

For the CHARTERED BANK OF INDIA,  
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Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
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LIMITED.

GEO. W. F. PLAYFAIR,  
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For the MERCANTILE BANK OF INDIA,  
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JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,  
Hongkong Agency.

L. BENDOINDOAGUE,  
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E. W. RUTTER,  
Manager.

For the DEUTSCH-ASIATISCHE BANK,  
E. F. GROS,  
Acting Manager.

Hongkong, 7th December, 1901.

[3129]

NOW READY,

THE CHINESE SOLDIER

AND  
OTHER SKETCHES.

PRINTED ON CHINESE PAPER

AND

BOUNDED IN CHINESE STYLE.

ILLUSTRATED WITH PHOTOGRAPHS

AN ATTRACTIVE XMAS GIFT.

PRICE..... \$2.00

On Sale at

Messrs. KELLY & WALSH, LTD., Messrs. W.

BREWERY & CO., and the "HONGKONG

DAILY PRESS" OFFICE.

Hongkong, 8th November, 1901.

[2854]

THE HONGKONG DAILY PRESS, MONDAY, DECEMBER 1<sup>ST</sup>, 1901

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HONGKONG  
BUSINESS DIRECTORY.

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Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

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Diamond Merchants and Watchmakers, 40  
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MEC CHEUNG,  
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Navy Contractors, Ship Chandlers,  
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Vessels in the Harbour

KWONG SANG & CO.,  
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MORE & SELIMUND,  
43 and 45, Des Vouex Road. Shipchandlers,  
Sailmakers, Riggers, Commission Agents  
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Importers of the Best Manila Cigars; 25  
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## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## WANTED ASSISTANT.

REQUIRED for an Hotel a PORTU-  
GUESE as ASSISTANT TO KEEP  
BOOKS. Salary \$50 and Free Board.  
Apply by letter to—

"HOTEL L."

Care of Daily Press Office,  
Hongkong, 7th December, 1901.

(3124)

H. M. S. "TALBOT."

WANTED A WARD-ROOM MESS-  
MAN. Applicants to attend on  
Arrival of Talbot about 10th December.  
Hongkong, 4th December, 1901.

(3095)

AN ENGLISHMAN (28) with Home and  
Eastern experience in General Merchants and Shipping Office routine is open  
for engagement in the Colony.

Address—

H. F. G.,  
Care of Daily Press Office,  
Hongkong, 29th November, 1901.

(3052)

OWNERS OF HOUSES situated in the  
Western Division of the City of Victoria  
who have not had their Premises LI-  
WASHED and CLEANSED in accordance  
with Law are reminded that the period during  
which this work should be finished ends on the  
31st day of December, 1901, and the Sanitary  
Board being convinced of the necessity of  
cleanliness in its efforts to STARE OUT  
PLAGUE, is determined to RIGOROUSLY  
PROSECUTE any Owner in default after the  
above named date.

By Order of the Board.

G. A. WOODCOCK,  
Secretary.

Sanitary Board Office,  
1st December, 1901.

Note—The Western Division of the City lies  
to the West of Morrison and East Streets.

(3068)

## OREGON LUMBER.

THE Undersigned, being closely connected  
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SIEMSEN & CO.,  
Hongkong, 14th February, 1901.

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## TOWARDS THE SUNRISE.

BY WIRT GEBRAE.

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## CHAPTER I.

THE AWAKENING OF RUSSIA.

Until a comparatively recent date Russia was treated by the nations of Western Europe as an Asiatic state. It was our mistake so to regard her. Russia is no more Asiatic than she is European, alone among the Great Powers to-day she is Continental.

Peter the Great, it will be remembered, wanted a port on the Baltic as a window from which he might see into Europe. Since his day Russia has opened doors to the west, but has never travelled far in that direction; she has turned instead towards the sunrise and marched eastwards.

We British have peopled south and west, but, although we have spread, more or less, to every point of the compass, the east remains uncolonized. We do not know the east; its very strangeness awakens our interest; my even fascinate us, but never yet have we been drawn thitherwards as the Russians find themselves impelled. It is said that we do not understand the east; it may be that we westerners never will. Not that it is remote, but because it is so different. Russia has brought Japan within forty-two hours' sail of London. True, in addition there is a railway journey across two continents, but nowadays travelling by train is too trifling a matter to count. Of this long line, the sole connecting link between east and west, five-sixths is controlled absolutely by Russia. The country that joins the far east to the west is in a position to interpret one to the other, if competent—but this, Russia may not be. She has yet to show that she understands the east; she may not be western enough to make all clear to us; for, at most, Russia is only connected with the west, and not herself of it.

Like a sponge Russia has absorbed; she has not assimilated. Whatever there is of western civilization in the Russian is an accretion; there is no blend. The Russian is an apt imitator; but he stops there. His acquired knowledge does not enable him to initiate similar work, but he becomes competent very quickly to act exactly as he is taught. By himself lying out on the yard did not our Admiral Crimp in one short month make of Russian seafaring sailors able to manœuvre a fleet into line against the French? Then, when excellent copies of western originals were made in the days of the great Catherine, when in art, letters, dress, deportment, and all things but essentials, the Russians became for a time quite French! So prone is the Russian to imitate that he is apt to mistake his copy for original work, so much so that one may doubt whether Russia will ever find herself. Of late years she has tried to accumulate material wealth by adopting the methods which have proved successful in the west. She is pleased with the result; in the slang of the day, Russia has arrived.

Some twenty years ago I stood one summer morning on the platform of the little frontier station of Alexandrevo, one of a dozen passengers who were passed leisurely through the hall of the custom house and set free to reach Warsaw. It was a first visit, and the memories of that journey through the fair land of Poland remain vivid. This summer I was one of hundreds of passengers arriving at the same station. The buildings had been enlarged, but the accommodation is still quite inadequate. The luggage, placed in a long single line, went round and round the custom house, extended from the hall to the platform, and from the platform wriggled down to the line. Great indeed is the rush east—the Poles have disengaged the country.

The examination is minute; a weird scene by the light of many lanterns. The contents of huge coffers tombed out for inspection, goods handed from man to man, a din of excited chatter, men and women rushing confusedly from one line to another, falling over trunks and each other; the place littered with wares of all descriptions, until the hall resembles a cheap draper's shop on remnant day. A modest portmanteau and the regulation Gladstone bag present no difficulties. A bulky camera, an untouched box of cigars, other ample provision for the journey are all passed without question. A few neckties and some many-times-washed pocket-handkerchiefs are scrupulously examined for evidence of use. Russian industries are protected—these customs' watchers are the guardians, and they do their work thoroughly.

Then a train is packed full as it will hold, we start sitting among our baggage—the Russians take much into the compartment with him, and we prepare to endure the discomfort as far as Warsaw, luckily only a few hours' distant. From Warsaw on, the same overcrowding continues; congestion is chronic everywhere. Some lines are a little worse than others, but all are bad. To obtain a numbered reserved seat, it is necessary to book days in advance. River steamers sometimes are booked full weeks ahead. It is of no use trying to purchase a ticket at a railway terminus, it must be bought beforehand at an agency—where a fee is charged—and there the queue of would-be buyers is so long that it is best to hire a person to make the purchase. Passengers who have not a numbered seat in the train must go to the station long before the train is ready to receive passengers. There they must engage the services of a porter who, as soon as the doors are unlocked, will struggle with other porters, to get a vacant place for his employer. First-class passengers go second-class rather than not go at all; often would-be travellers are left behind for the next train owing to lack of room and this not on special occasions, but every day. Week in and week out it is a "bank holiday."

railway rush for the ordinary passenger. "Extra coaches?" "Not without an order from head-quarters." "No room?" Well, there's another train to-morrow." The like congestion pervades the Post Office, the Police department, the Crown department, indeed, all public offices. The capitals St. Petersburg and Moscow, have each but one man selling stamps at the chief Post Office; he closes his drawer at two in the day, and is not able to reckon without the assistance of a counting-board! There are a half-dozen or so branch offices, but at these stamps are as scarce as postal orders are at the postmaster's shop in a Welsh village.

At one branch Post Office, in Moscow, the letter-box was filled to overflowing—dozen letters projected from the slit. I took my letters inside, where the clerk in charge declined to accept them. I explained the matter. "Find a letter-box which is not full," said he. "That will be difficult," said I. "Then wait until one is emptied to-morrow," he returned.

In Russia the people are awake; the government departments are not able to cope with the business brought them; they do not work at high pressure, and the higher officials know little or nothing of the business the public are anxious to transact, but have no opportunity of getting through. Instead of sending a telegram across Siberia it is quicker to send a messenger; an ordinary telegram has been three weeks in transmission from Irkutsk to Vladivostok. The lines are blocked by official messages sent free, and "urgent" messages, which are charged double rate. Many letters and telegrams never reach the addressees. On the other hand a message to a lady announcing her husband's death was delivered, and re-delivered, day after day until a friend went to ask for the disconnection, as the repetition was unpleasant.

Between the frontier and Warsaw there are few noticeable changes; the crowds at the stations are as large and as dirty as ever, but there are not so many beggars, and no traces of scurvy. The uncleanliness and untidiness result from habit, not necessity. Russian Poland is prosperous, and Poles in Austria and Germany seem anxious to get under Russian rule. There is considerable immigration which the Russians vainly endeavour to check.

The towns do exhibit changes, and all for the better. Warsaw has improved beyond all expectation; its main streets are well paved and kept; its new buildings are grandiose when they are not handsome, and altogether the city is tentatively prosperous, in no less degree, but in not so an offensive manner as Berlin. Soon Warsaw will be a city well worth a long journey to see. The smaller towns do not all share the capital's good fortune, but some, as Lodz, have simply stepped from the rank of villages to cities in two decades. The cause is sufficiently simple. Industries were protected; the Poles possessed greater practical knowledge than the Russians, and have established factories whose products find a market in Russia at remunerative prices. Lodz is both the Oldham and Leeds of Russia; Warsaw is the Birmingham, Sheffield and more; for it furnishes all the articles de Paris, galantries, ware, and goods "made in Germany" to which we are accustomed in the British market.

Poland is making a big bid for the trade of the Far East, already her wares compete with foreign goods in all Russia, and Siberia west of Lake Baikal. Poland is many things; most important she is the western manufacturing annex of the great Russian Empire, and as such she will continue to prosper.

To see Russia and the Russians, the stranger must avoid the through express trains and travel by the "post." In the international "wagons-lits" one is cosmopolitan, but the post train is Russian, and frequented by the Russians almost exclusively. For the same reason one must travel second class, or third, to escape the high official, the wealthy tourist, the ostentatious bag-man. In a car which容積 is forty, we find thirty-six through passengers, and numbers come and go short distances. The bell rings the second time, the real Russian ting-a-ling-ling-ling-gong! The man has forgotten and reverted to the old practice. Now, on all railways from the Baltic to the Pacific, the bell is struck in simple sailor fashion. In the smallest things the old order changeth. Slowly the train starts forward, at the same moment, the passengers uncover, cross themselves, and say a short prayer—some remain praying for several minutes. Only one passenger fails to observe the customs he remains unmoved, gazing idly out of the window; a fair-skinned man with short, grey door-knocker beard, and garments cut in German fashion; a foreigner clearly.

"What are you?" I ask in German. "An Asian," he answers pleasantly. He had come west from beyond the Ural thirty years before, and he found Warsaw a very pleasant and profitable place. "Nowhere else in the Russian Empire can one live so well and so cheaply," he said. But he was a merchant.

Many changes have been made on that long run over marsh and through forest between Warsaw and Moscow. The track has been doubled; there are many clearings; at quite frequent intervals one sees a mill or factory in full work or abuilding. Only agriculture is where it was. And the great marlles of the Muisk show no signs of the draining operations which have been so long in progress. With so much better land ready to hand elsewhere the costly drainage of these swamps seems unnecessary at present.

No longer does the train stop at a wayside station in the early morning where peasant women with pails and ewers of fresh water stood ready for the passengers who had perforce to make their toilet *al fresco*; nor are the peasant children constantly offering their gathered wild fruits in birch-bark pottles. But the peasant is there in his sober garments of unbleached linen and vast shoes. His hair is cut square round his neck, his beard is never trimmed, and he knows not the use of paint for house, cart, or farming implements. There is

one other touch that is truly Russian. On the platform at Stolbni is a chapel-ardent, and there the train waits whilst the conductors and others attend divine service. In Siberia the trains take their church and priests with them, but in Russia the church-car is *as yet* unknown. The delay is allowed for somewhere; exactly to scheduled time the train arrives at the Moscow terminus, no longer on the outskirts of the town.

The Moscow of the literary traveller, the Moscow we all know, was a superb village built in a great hurry less than a hundred years ago. The larger part of that Moscow has already disappeared, the remainder is going as fast as a London slum before a newly-elected County Council. Wooden Moscow was picturesquely gay, but it was inconvenient, unsanitary, and fire insurance societies objected to it. Wooden Moscow will never reappear; instead there is a town of immense buildings of white stucco and terra cotta; a town of surface railways and electric trams; of paved streets burrowed by water and gas-companies; of large shops, magnificent arcades and all that goes to make a modern town fit for the habitation of the man of business. Those who would see anything of the Moscow they have pictured to themselves must hurry; soon all that will be left of it may be stated in two words—Kremlin, Churches. The bazaar of Moscow is a thing of the past; instead of the dark, crumpling, foul Gostinnoi Dvor there is a marvellous block of arcades with overhead galleries, a block containing over one thousand shops and offices, all spick and span as the latest erection in Berlin. Gone, too, is the cloth-fair under the wall of the Kilai Bored; gone the Sunday morning market by the Suhkarev Basmash, gone the scrambling *ishuashchiks* and the clamouring vendors of second-hand clothing. The Moscow of to-day is lit by electricity, and is eminently respectable and progressive. A bird's eye view from the summit of Ivan Veliki is still a scene to enchant the eye, but eastward and southward the view is obscured by the dark smoke belched out by many factory stacks. Wood fuel is no longer the rule; the blue sky is clouded by the black smoke from lignous coal, or screened by the soot vapour from partly-consumed crude petroleum.

As Moscow, so the other towns in south and east, Kief thinks Moscow slow, Odessa believes Kief is far from being up-to-date; all are modifying their towns in accordance with the views of fitness held in the west. St. Petersburg and the German towns in the Baltic provinces are changing, too, but as they were of brick and stone bigger buildings of the same material do not bring about so great a change.

The villagers are flocking to the towns; St. Petersburg and Moscow, without extending their limits, hold much larger populations than formerly. In the capital there are huge tenement houses, but, as yet, neither town has developed suburbs, such as we have in England. The wide streets, the many open spaces and the sharp delimitation of the urban area give one a feeling of ample room—a sense of newness, freshness and youth.

The changes indicate unmistakably that Russia is not eastern or conservative in things material. The people are not content to dream and let the world pass by. They are active, they are strenuous. Russians are making money, spending money, adding to their resources, developing their country as their means permit; what is more, they are evolving a people. Measured by the standards of the west, Russia is making progress. Russians know this. They believe that their country is another America, and that by adopting certain methods from the west their country will grow in importance as rapidly as the United States has done. How far they are justified in their belief time will show. At present we can observe only the working of methods and policies borrowed from the west by people who are not Americans and possess few, if any, of the characteristic qualities of the American people.

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No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1901.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked **N.**, nearest Hongkong **H.**, midway between Hongkong and Kowloon **M.**, and those vessels berthed at the Kowloon Wharf **K.W.**, together with the number denoting the section.

1. From Green Island to the Harbour Master.  
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
LONDON	ACHILLES	2 m.	Brit. str.	D. C. Gregor, R.N.E.	BUTTERFIELD & SWIRE	To-morrow.
LONDON	BORNEO	2 m.	Brit. str.	P. & O. S. N. Co.	On 14th inst. at Noon.	
LONDON	GLENROY	2 m.	Brit. str.	Forbes Sely	On 2nd inst.	
LONDON	CHUSAN	2 m.	Brit. str.	C. L. Daniel	On 21st inst. at Noon.	
LONDON	GLAUCOUS	2 m.	Brit. str.		On 24th inst.	
LONDON	DRUGALON	2 m.	Brit. str.		On 7th January.	
LONDON	PELUS	2 m.	Brit. str.		On 21st January.	
LONDON	LEXION	2 m.	Brit. str.		On 16th inst.	
LIVERPOOL DIRECT	PATROCLUS	2 m.	Brit. str.		On 15th January.	
LIVERPOOL DIRECT	HITACHI MARU	2 m.	Jep. str.		On 13th inst. at Daylight.	
MARSEILLE, LONDON & ANTWERP, V. S'PORE, &C.	VILLE DE CIGAT	2 m.	Fran. str.		On 16th inst. at 1 P.M.	
MARSEILLE, LONDON & ANTWERP, V. S'PORE, &C.	WAKASA MARU	2 m.	Jep. str.		On 27th inst. at Daylight.	
BREMEN	STUTTGART	2 m.	Ger. str.		On 11th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	SUVIA	2 m.	Ger. str.		On 12th inst.	
BREMEN, BREMEN & HAMBURG	SEEBA	2 m.	Ger. str.		On 28th inst.	
BREMEN, BREMEN & HAMBURG	NUERNBERG	2 m.	Ger. str.		On 6th January.	
BREMEN, BREMEN & HAMBURG	STRASSBURG	2 m.	Ger. str.		On 13th January.	
BREMEN, BREMEN & HAMBURG	SAMBIA	2 m.	Ger. str.		On 28th January.	
BREMEN, BREMEN & HAMBURG	AMBIA	2 m.	Ger. str.		On 12th February.	
BREMEN, BREMEN & HAMBURG	C. F. FRED. LAEISZ	2 m.	Ger. str.		On 26th February.	
BREMEN, BREMEN & HAMBURG	LENNOX	2 m.	Aus. str.		On 17th inst. P.M.	
BREMEN, BREMEN & HAMBURG	ATHESIA	1 m.	Brit. str.		On 21st inst.	
BREMEN, BREMEN & HAMBURG	EMPEROR OF JAPAN	2 m.	Brit. str.		On or about 17th inst.	
BREMEN, BREMEN & HAMBURG	TARTAR	2 m.	Brit. str.		On about 20th inst.	
BREMEN, BREMEN & HAMBURG	TACOMA	4 m.	Brit. str.		On 10th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	BIJUN MARU	2 m.	Jap. str.		On 23rd January.	
BREMEN, BREMEN & HAMBURG	YU MARU	2 m.	Jap. str.		On 21st inst.	
BREMEN, BREMEN & HAMBURG	PAKLING	2 m.	Brit. str.		On 16th inst. at 4 P.M.	
BREMEN, BREMEN & HAMBURG	THYSA	2 m.	Brit. str.		On 30th inst. at 4 P.M.	
BREMEN, BREMEN & HAMBURG	EASTERN	2 m.	Brit. str.		Quick despatch.	
BREMEN, BREMEN & HAMBURG	TATJUAN	2 m.	Jap. str.		On 15th inst.	
BREMEN, BREMEN & HAMBURG	KUMANO MARU	2 m.	Aus. str.		On 12th inst. at 4 P.M.	
BREMEN, BREMEN & HAMBURG	MARIA VALERIE	2 m.	Jap. str.		On 18th inst. at 4 P.M.	
BREMEN, BREMEN & HAMBURG	KAGOSHIMA MARU	2 m.	Jap. str.		On 26th inst. at Daylight.	
BREMEN, BREMEN & HAMBURG	KAWACHI MARU	2 m.	Jap. str.		On 20th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	YAWATA MARU	2 m.	Brit. str.		On 20th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	WOOSUNG	2 m.	Brit. str.		To-day.	
BREMEN, BREMEN & HAMBURG	SIGAR	2 m.	Brit. str.		To-morrow.	
BREMEN, BREMEN & HAMBURG	JAVA	2 m.	Brit. str.		On or about 9th inst.	
BREMEN, BREMEN & HAMBURG	BENGAL	2 m.	Brit. str.		On or about 21st inst.	
BREMEN, BREMEN & HAMBURG	PRINZESSIRENE	2 m.	Ger. str.		On about 21st inst.	
BREMEN, BREMEN & HAMBURG	ANPING MARU	1 m.	Jap. str.		Quick despatch.	
BREMEN, BREMEN & HAMBURG	MAIDZURU MARU	1 m.	Jap. str.		On 18th inst. at Daylight.	
BREMEN, BREMEN & HAMBURG	DAIGI MARU	1 m.	Jap. str.		On 11th inst.	
BREMEN, BREMEN & HAMBURG	LOONGSANG	2 m.	Brit. str.		On 15th inst.	
BREMEN, BREMEN & HAMBURG	ELCANO	2 m.	Amer. ship.		To-day, at 3 P.M.	
BREMEN, BREMEN & HAMBURG	SUNGKING	2 m.	Brit. str.		To-morrow, at Noon.	
BREMEN, BREMEN & HAMBURG	EASTERN	2 m.	Brit. str.		On 12th inst.	
BREMEN, BREMEN & HAMBURG	ZAFIRO	2 m.	Brit. str.		On 12th inst. at 4 P.M.	
BREMEN, BREMEN & HAMBURG	TATJUAN	2 m.	Brit. str.		On 14th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	TSINTAU	2 m.	Ital. str.		On 18th inst.	
BREMEN, BREMEN & HAMBURG	BORMIDA	2 m.	Brit. str.		On 13th inst. at Noon.	
BREMEN, BREMEN & HAMBURG	SENICA	2 m.	Brit. str.		On or about 15th inst.	

## SHIPPING.

U.S.S. KENYON, H.I.J.M.S. Sunza and Tat-sa, str. Titania, Canton, Cheangchow and Palau.	
ARRIVALS.	
Dec. 6, HONGKONG, French str., 802, Panner, Haiphong and Hoioh 5th Dec., General.	
—A. R. MARTY.	
Dec. 6, MACHEW, German str., 990, Wendig, Bangkok 25th November, General.—BUTTERFIELD & SWIRE.	
Dec. 7, CLABA, German str., 675, A. Ulmerup, Haiphong 4th Dec. and Hoioh 6th, General.—JESSEN & CO.	
Dec. 7, DIRIGO, American ship, 2,843, Geo. W. Goodwin, New York 30th June, Kerosine.—STANDARD OIL CO.	
Dec. 7, FOOKHANG, British steamer, 991, E. Y. Anderson, Chinkiang 3rd Dec., Ground Nata and Oil.—JARDINE, MATHESON & CO.	
Dec. 7, S. SUNGKING, British str., 1,776, E. L. Tadd, Singapore and Calcutta 28th Nov., General.—JARDINE, MATHESON & CO.	
Dec. 7, VALLETTA, British str., 2,973, A. G. Cubitt, R.N.R., Bombay 20th Nov., Mais and General.—P. & O. S. N. CO.	
Dec. 8, EASTERN, British str., 3,004, W. Ellis, Kobo 1st Dec. and Foochow 7th Dec., General.—GIBB, LIVINGSTON & CO.	
Dec. 8, HAILONG, British str., 783, H. Bathurst, Tamsui and Amoy 7th Dec., General.—DOUGLAS LAPEAIX & CO.	
Dec. 8, HESTRA, German cruiser, 5,600, Derkowsky, Amoy 7th December.	
Dec. 8, LAMETTE, British str., 1,340, Parkinson, Singapore 30th Nov., General.—BUTTERFIELD & SWIRE.	
Dec. 8, LYERMOON, German str., 1,238, Th. Lehmann, Shanghai 5th Dec., General.—SIEGMUND & CO.	
Dec. 8, S. SKEETWOOD, British str., 2,920, R. C. Appleton, Swatow 7th Dec.—BUTTERFIELD & SWIRE.	
Dec. 8, SUNKING, British str., 1,021, G. W. Moore, Manila 4th Dec., General.—BUTTERFIELD & SWIRE.	
Dec. 8, TALIE, German str., 1,065, H. Martens, Bangkok 24th Swatow 27th Nov., Elco and General.—CHINESE.	
CLEARANCES.	
AT THE HARBOUR MASTER'S OFFICE.	
7th December.	
Daijin Maru, Japanese str., for Swatow.	
Hoioh, French str., for Hoioh.	
Kurdistan, British str., for Singapore.	
Kvarcen, British str., for Mori.	
Loongnoon, German str., for Shanghai.	
Pileanuk, German str., for Bangkok.	
Sullberg, German str., for Haiphong.	
Thea, German str., for Haiphong.	
Tsurugian Maru, Jap. str., for Kuchinotzu, Yikung, British str., for Yokohama.	
DEPARTURES.	
7th December.	
AILSA, CRAIG, British str., for Moji.	
BALGARAT, British str., for Europe.	
FLANDRIA, German str., for Shanghai.	
FORMOSA, British str., for Swatow.	
LOONGMOOK, German str., for Shanghai.	
NANYANG, German str., for Saigon.	
PITANLUOK, German str., for Bangkok.	
THEA, German str., for Haiphong.	
8th December.	
DALIN MARU, Japanese str., for Swatow.	
HOIOH, French str., for Hoioh.	
KUEDISTAN, British str., for Moji.	
KVARCEN, British str., for New York.	
SULLBERG, German str., for Haiphong.	
YIKANG, British str., for Yokohama.	
VALETTA, British str., for Shanghai.	
VESSELS IN DOCK.	
6th December.	
ABEDDEN DOCKS.—Deuterles, Tsinles.	
KOWLOON DOCKS.—Canton Kivis, Elegano, H. J. Albrecht, Kwan Lui, Tuoma, U.S.S. Princeton, Justin, Lai-Lai, H.M.S. Hart, Mong-kut, Dr. Hans Jurg Kider, Saturn, Deudon, Empress of Japan.	
COSMOPOLITAN DOCK.—Taicheng, Anjiao, Heungshan.	
SHIPPING REPORTS.	
The British steamer Sungkang, from Manila 4th inst., had strong N.E. monsoon with a very heavy sea until arrival.	
The British steamer Hailong, from Tamsui and Amoy 7th inst., had fresh N.E. gale with high sea and fine, cloudy weather to Amoy. From Amoy to port strong to moderate monsoon and fine, clear weather. Vessels in Amoy.	

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THE Company's Steamship	
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Captain Weigall, will be despatched as above TO-DAY, the 9th inst., at 5 P.M.	
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.	
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Dec. 8, HESTRA, German str., 5,600, Derkowsky, Amoy 7th December.	
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Dec. 8, TALIE, German str., 1,065, H. Martens, Bangkok 24th Swatow 27th Nov., Elco and General.—CHINESE.	

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Captain G. Denmann, due here with the outward German Mail about the 10th instant, will leave for the above places about 24 hours after arrival.	
NORDDEUTSCHER LLOYD.	
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GLASGOW and LIVERPOOL

OUTWARDS  
STEAMERS  
"PATROCLUS"  
"STINTOR"  
"MEMNON"  
"IDOMENEUS"  
"TANTALUS"

TO SAIL  
On 12th December  
On 13th December  
On 24th December  
On 3rd January  
On 8th January  
On 16th January

HOMEWARDS  
STEAMERS  
"ACHILLES"  
"GLAUCUS"  
"DEUCALION"  
"PELEUS"

TO SAIL  
On 10th December  
On 24th December  
On 7th January  
On 21st January  
On 15th December

LIVERPOOL DIRECT  
(Taking cargo at London Rates)  
LIVERPOOL DIRECT  
(Taking cargo at London Rates)

"IXION"  
"PATROCLUS"

TO SAIL  
On 15th January

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901.

## VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.  
THE Company's New Steamer

"ZAFIRO."

Captain A. Hamay, will be despatched for the above port on SATURDAY, the 14th inst., at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,  
General Managers.

Hongkong, 7th December, 1901. [3129]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPPER AND SANTA FE RAILROAD CO.

TOPPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "THYRA" . . . . . On 15th December

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on SUNDAY, the 15th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 16th November, 1901. [16]

## CHINA NAVIGATION CO., LIMITED.

TO SAIL

SHANGHAI, CHEFOO and PORT ARTHUR

MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 16th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

TO MANILA

THE Steamship "EASTERN."

Captain Ellis, will be despatched for the above port on THURSDAY, the 12th inst., at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Manila are available for return by the Steamers of the China Navigation Company and vice versa.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd December, 1901. [1728]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901. [2279]

NAVIGAZIONE GENERALE ITALIANA (FLOIO & RUBATTING UNITED COMPANIES)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

Taking cargo at through rates to PERSIAN GULF, and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BORMIDA."

Captain D. Costa, will be despatched as above on FRIDAY, the 13th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 3rd December, 1901. [7]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAHANS FROM HONGKONG.

"LENNOX" . . . . . On 21st Dec.

"ORONSAY" . . . . . About 31st Dec.

"AFRIDI" . . . . . About 10th Jan.

"HILLGLEN" . . . . . About 20th Jan.

"LOWTHER CASTLE" . . . . . About 31st Jan.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 24th November, 1901. [1739]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.), SEATTLE AND TACOMA (WASH.).

Calling at SHANGHAI, KOREA and YOKOHAMA.

THE Steamship

"PAKLING."

4,448 Tons is due here on or about 16th December and will have quick despatch.

For Rates of Freight and further particulars, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 30th November, 1901. [3156]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"MARIA VALERIE."

Captain R. Cormack, will be despatched as above on or about SUNDAY, the 15th instant.

For Freight and further information apply to

SANDER, WIELER & CO., Agents.

Hongkong, 5th December, 1901. [6]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Batavia, SATURDAY, the 21st December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via BORNEWELL with transhipment.

Parcels will be received at this Office until 1 P.M. the day before sailing. The contents and value of all packages are required.

Shipper are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th November, 1901. [1]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line

are prepared to issue THROUGH BILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-

CHINA STEAM NAVIGATION Co.'s fortnight-

ly service hence to CALCUTTA. Sailings from CALCUTTA for CHINA ports every fortnight.

For Freight and further particulars, apply to

THE MITSUI JAPAN KAISHA, Agents.

Hongkong, 4th December, 1901. [12]

## NOTICES TO CONSIGNEES

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "HILLGLEN."

FROM NEW YORK, STEATS AND MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims against the Steamer will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rot.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, whence they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 3rd December, 1901. [3030]

S. S. "YARNA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

S.S. "THYRA" . . . . . On 15th December

CONSIGNEES of Cargo from London, or

NEW YORK, or MANILA, in connection with above

Steamer, are hereby informed that their Goods,

with the exception of Opium, Treasure and

Valuables, are being landed at their risks into the Godowns of the Hongkong and

Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

## POST OFFICE NOTICES.

The *Princess Irene*, with the German Mail of the 11th ult., left Singapore on Thursday, the 6th inst., at 6 p.m., and may be expected here to-morrow.  
The *Hongkong Maru*, with the American Mail of 16th ult., left Yokohama on Friday, the 6th inst., and may be expected here on or about Saturday, the 14th inst.

## MAILS WILL CLOSE.

FOR  
Canton  
Manila  
Shanghai  
Hongkong  
Foochow and Shanghai  
Wei-hai-wei, Chefoo and Port Arthur

EUROPE, &c., India via Tunicorin  
(Late Letters 11.05 to 11.30 A.M. Extra  
Postage 10 cents.)

Manila  
SHANGHAI, NAGASAKI, KORE, YOKOHAMA  
and HONOLULU  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra postage 10 cents.)

Singapore, Penang and Bombay  
Manila  
Singapore

EUROPE, &c., India via Tunicorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents.)

SHANGHAI, NAGASAKI, KORE, YOKOHAMA,  
VICTORIA and VANCOUVER, B.C.  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)

Manila, Port Darwin, Thursday Island,  
Cocktown, Townsville, Brisbane, Sydney  
and Melbourne

EUROPE, &c., India via Tunicorin  
(Late Letters 11.10 to 11.30 A.M. Extra  
Postage 10 cents.)  
(Supplementary mail on board up to the  
time fixed for departure of the mail.  
Extra Postage 10 cents.)

Shanghai, Nagasaki, Kobe, Yokohama, Victoria, and Vancouver, B.C.

## TO-DAY.

Sale, Crown Land, Public Works Department, 3 p.m.  
Boxing Tournament, City Hall, 4 p.m.  
TO-MORROW.

Annual Bazaar, City Hall, 2 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

7th December.

ON LONDON.—  
Telegraphic Transfer ..... 1/10  
Bank Bills on demand ..... 1/10  
Bank Bills at 30 days' sight ..... 1/10  
Bank Bills at 4 months' sight ..... 1/10  
Bank Bills at 6 months' sight ..... 1/10  
Documentary Bills, amounts sight/10

ON PARIS.—  
Bank Bills on demand ..... 2/1  
Credits, at 4 months' sight ..... 2/35

ON GERMANY.—  
On demand ..... 1.873

ON NEW YORK.—  
Bank Bills, on demand ..... 44

Credits, 60 days' sight ..... 45

ON BOMBAY.—  
Telegraphic Transfer ..... 137

Bank, on demand ..... 137

ON CALCUTTA.—  
Telegraphic Transfer ..... 137

Bank, on demand ..... 137

ON SHANGHAI.—  
Bank, at sight ..... 73

Private, 30 days' sight ..... 74

ON YOKOHAMA.—  
On demand ..... 104 p.c.m.

ON MANILA.—  
On demand ..... 2 p.c.m.

ON SINGAPORE.—  
On demand ..... Par.

ON BATAVIA.—  
On demand ..... 111

ON HAIPHONG.—  
On demand ..... 1 p.c.m.

ON SAIGON.—  
On demand ..... 1 p.c.m.

ON BANGKOK.—  
On demand ..... 1 p.c.m.

ON SOVEREIGN BANK'S BUYING RATE ..... 810.75

GOLD LEAF, 100 fine, per tael ..... 355

BAR SILVER, per oz. ..... 25.7

## OPIUM.

5th December.  
Quotations are— Allow 'em not to Icatty.  
Malwa New ..... \$910 to \$920 per pound.  
Malwa Old ..... \$934 to \$940 " "  
Malwa Old ..... \$950 to \$960 " "  
P. P. per-wrap ..... \$660 to " "  
Persian fine quality ..... \$670 to " "  
Persian extra fine ..... \$685 to " "  
Patna New ..... \$945 to " per chest.  
Patna Old ..... \$930 to " "  
Bonars New ..... \$935 to " "  
Bonars Old ..... \$930 to " "

## VESSELS EXPECTED.

THE GERMAN MAIL.  
The Imperial German Mail steamer *Princess Irene*, carrying the German mails with dates from Berlin of the 11th ult., left Singapore on the 5th inst., at 6 p.m., and may be expected here on or about to-morrow, at daylight.

The Imperial German Mail steamer *Stuttgart* left Kobe via Nagasaki and Shanghai on the 1st inst., p.m., and may be expected here on or about to-morrow.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* left Vancouver on the 2nd inst., p.m., for Hongkong via the usual ports of call.

THE MERCHANT STEAMERS.

The P. & O. steamer *Jax* left Singapore for this port on the 1st inst., at 6 a.m.

The H.A.L. steamer *Sambia*, from Hamburg, left Singapore for this port on the 5th inst., a.m., and may be expected here on or about the 11th inst.

The N.Y.K. steamer *Hitachi Maru* (European Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The O.S.S. Co.'s steamer *Pelus* left Singapore on the 7th inst., a.m., and may be expected here on the 13th inst.

The N. P. steamer *Wyefield* arrived at Muroran on the 20th ult.

The N.P. steamer *Empress* left Yokohama for this port on the 2nd inst.

## POST OFFICE NOTICES.

## JOINT STOCK SHARES.

Hongkong, 7th December.

COMPANY. PAIR UP. QUOTATIONS.

Banks—  
Hongkong & Sh. .... \$125 to \$221, sales  
China & Japan, only ..... 24 to 41, nominal  
Nat'l. Bank of China ..... 28 to 32, nominal  
A. Sharpe ..... 28 to 32, nominal  
H. Sharpe ..... 28 to 32, nominal  
Four Shares ..... 21 to 25, nominal  
Bell's Asbestos E. A. .... 41 to 10, buyers  
Campbell, Acreys & Co. .... 41 to 21, buyers  
China-Borneo Co. Ltd. .... 16 to 38  
Lima Light & Power Co. Ltd. .... 20, nominal  
China Prov. L. & M. .... 18 to 20, sellers  
China Sugar ..... 100 to 150, sales  
Cigar Companies—  
Alhambra, Ltd. .... 450 to 500, nominal  
Philippine Tobacco ..... 450 to 600, nominal  
Trust Co. Ltd. .... 450 to 600, nominal  
Cotton Mills—  
Evo ..... 100 to 145, nominal  
International ..... 100 to 140, nominal  
Lao Kung Mow ..... 100 to 140, nominal  
Soochow ..... 100 to 140, nominal  
Hongkong ..... 100 to 140, nominal  
Dairy Farm ..... 41 to 55, sellers  
Fawick & Co., Gez. Green Island Cement. .... 420 to 500, sellers  
H. & C. Bakery ..... 400 to 500, sellers  
Hongkong & C. Gas ..... 400 to 500, buyers & sellers  
Hongkong Electric ..... 400 to 500, nominal  
H. L. Tranways ..... 400 to 500, buyers  
Hk. Steam Water-boat Co., Ltd. .... 400 to 500, buyers  
Hongkong Hotel ..... 400 to 500, sellers  
Hongkong Ice Co. .... 400 to 500, sales & buy.  
H. & K. Wharf & Co. .... 400 to 500, nominal  
Hongkong Kope ..... 400 to 500, nominal  
H. & D. Dock ..... 400 to 500, nominal  
Lands and Buildings—  
Hongkong Land Inv. ..... 100 to 150, sales & sell.  
Hickory Estate ..... 400 to 500, sellers  
Kowloon Land & B. ..... 400 to 500, nominal  
Wing-Point Building ..... 400 to 500, nominal  
Lunou Sugar ..... 100 to 220, buyers  
Manila Invest. Co., Ltd. .... 400 to 500, nominal  
Mining—  
Charbonnages ..... 250 to 325, nominal  
Joibou ..... 40 to 50, sellers  
Queen's Mines, Id. ..... 200 to 300, nominal  
Olivers Mines, A. ..... 40 to 50, nominal  
Do. ..... 40 to 50, nominal  
Punjor ..... 40 to 50, sellers  
Do, Profereon ..... 40 to 50, nominal  
Raubs ..... 40 to 50, nominal  
New Amoy Dock ..... 400 to 500, buyers  
Oriente Hotel, Manila ..... 400 to 500, nominal  
Powell, Ltd. .... 400 to 500, nominal  
Robinson Piano Co., Ltd. .... 400 to 500, nominal  
Steamship Coys. .... 400 to 500, nominal  
China and Manlia ..... 400 to 500, nominal  
China Mutual Pref. ..... 400 to 500, buyers  
China Ordinary ..... 400 to 500, nominal  
Do. ..... 400 to 500, nominal  
Douglas Steamship H. & Canton and M. .... 400 to 500, buyers  
Indo-China S. N. .... 400 to 500, nominal  
Shell Transport and Trading Co. .... 400 to 500, nominal  
Size Ferry ..... 400 to 500, nominal  
Tehran Planting Co. .... 400 to 500, nominal  
United Asbestos ..... 400 to 500, nominal  
Do. ..... 400 to 500, nominal  
Universal Trading Co., Ltd. .... 400 to 500, buyers  
Watkins, Ltd. .... 400 to 500, nominal  
Watson & Co., A. S. .... 400 to 500, ex div. buy.

PAIR UP.

Monday, 9th, 7.30 A.M.  
Monday, 9th, 2.00 P.M.  
Monday, 9th, 4.00 P.M.  
Monday, 9th, 5.00 P.M.  
Tuesday, 10th, 3.00 P.M.  
Tuesday, 10th, 4.00 P.M.  
Wednesday, 11th,  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.  
Thursday, 12th, 4.00 P.M.  
Friday, 13th, 11.00 A.M.  
Saturday, 14th,  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.  
Sunday, 15th,  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.  
Wednesday, 18th,  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.  
Saturday, 21st,  
Circulars ..... 8.00 A.M.  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.  
Wednesday, 28th, 4.00 P.M.  
Saturday, 29th,  
Circulars ..... 8.00 A.M.  
Printed matter and samples ..... 9.00 A.M.  
Registration ..... 10.00 A.M.  
(Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Letters &c. ..... 11.00 A.M.

PAIR UP.

Wednesday, 29th, 11 A.M.

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Miss F. Adela de Mr. & Mrs. F. Ladd and  
D. A. Andrews family  
Mrs. Angus Mr. F. M. Land  
Mr. H. Arnold Mr. M. M. Langhorne  
Mr. W. S. Bailey Mr. W. L. Leber  
Mr. B. J. Barlow Major R. P. Littledale  
Mr. E. C. Barlow Mr. E. Loewenboch  
Mr. J. T. Bell Capt. W. H. Lunt  
Mr. T. H. Bell Mr. J. H. McHenry  
Dr. Beringer Mr. Gordon Mackie  
Mr. Berwick Mr. A. McKillop  
Mr. Biogel Mr. McLaughlin  
Mr. J. Buck Mr. S. E. McMillan  
Miss L. B. Bonner Mr. M. Marlow  
Mr. D. B. Brown Mr. C. Merton  
Mr. D. C. Brown Mr. S. J. Michael  
Mr. F. C. Brown Mr. S. Milton  
Major Buttashaw Mr. M. M. Morris  
Mr. D. H. Cameron Miss Nickalls  
Misses Cameron Mr. F. O. Porth  
Misses Cameron (2) Mr. W. Parke  
Dr. E. Clarke Mr. E. C. Phillips  
Mr. Clutton Mr. A. J. Pitcher  
Mr. G. E. Cole Mr. E. Pleesman  
Mr. H. W. Deeming Capt. Radcliffe, R.E.  
Mrs. Davies and child Mr. E. Raspe  
Mr. H. W. Deeming Mr. L. Real  
Mr. E. C. Deen Mr. D. Ridder  
Mr. E. G. Denning Mr. H. Sampson  
Mr. H. W. Deeming Mr. P. W. Sergeant  
Major Doreckhill, R.A. Mr. H. Section  
Mr. E. F. Draper Mr. H. S. Shattock  
Mr. G. Dwyer Capt. Shattuck  
and child Mr. W. H. M. Sinclair  
Mr. F. W. Edwards Mr. S. Skinner  
Mr. F. W. Edwards Mr. H. Smith  
Mr. F. W. Edwards Mr. T. J. Smith  
Mr. F. W. Edwards Mr. E. G. Smithers  
Mr. F. W. Edwards Mr. G. Snell  
Mr. F. W. Edwards Mr. Somerville  
Mr. F. W. Edwards Miss Southam  
Mr. F. W. Edwards Mr. E. Sundi  
Mr. F. W. Edwards Mr. D. G. Taylor  
Mr. F. W. Edwards Mr. A. E. Thistow  
Mr. F. W. Edwards Mr. J. B. Thompson  
Mr. F. W. Edwards Mr. S. C. Truett  
Mr. F. W. Edwards Mr. F. Upton  
Mr. F. W. Edwards Mr. A. Valutine  
Mr. F. W. Edwards Mr. G. H. Wakeman  
Mr. F. W. Edwards Mr. and Mrs. Frank W  
Watts

PAIR UP.

Wednesday, 29th, 11 A.M.

PAIR UP.

Wednesday, 29th, 11 A.M.